

TRANSPORTATION

VICTORY

Voters Approve Funding of

Regional Transportation Plan

By a margin of 58 to 42 percent, Maricopa County voters have approved the continuation of a half-cent sales tax for transportation, ensuring the future funding of a \$15.8 billion Regional Transportation Plan developed by the Maricopa Association of Governments.

“Maricopa County voters clearly recognized the need for transportation choices in our region,” said Mesa Mayor and MAG Regional Council Chair Keno Hawker. “Valley residents made a choice that will improve the quality of life in our community for years to come, including shorter commute times and infrastructure improvements that will attract high quality employers,” he said.



Supporters of Prop 400 react as the first numbers are posted.

“Maricopa County voters clearly recognized the need for transportation choices in our region.”

—Regional Council Chair Keno Hawker



The Plan took four years of comprehensive transportation studies, policy discussions and public outreach to develop. It was approved unanimously last year by both the MAG Regional Council and its Transportation Policy Committee. Funding of the Plan was contingent on the extension of the half-cent sales tax for transportation, which was first passed by voters in 1985 and which would have expired on December 31, 2005. The measure seeking continuation of the half-cent sales tax became Proposition 400.

The successful passage of Proposition 400 follows months of debate during which attention

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From the Chair




Mayor Keno Hawker, Mesa

It was with a sense of great pride that I watched the final election results come in late Nov. 2. Pride not only because I served on the committee that developed the Regional Transportation Plan, but also because I witnessed the tremendous community effort that took place to ensure the Plan was what residents wanted.

Many people don't realize that it took four years of comprehensive study and the talents of numerous engineers, planners, technical experts and other dedicated staff members to develop the Plan. At every step along the way, we asked residents about their transportation priorities, and what they envisioned for the region's transportation future. Public outreach was conducted at every phase, including initial meetings held as part of the sub-regional, bottleneck and mobility studies leading up to the Plan; numerous workshops, meetings, hearings and a town hall held in the early phases; and final input collected when the draft Plan was completed.

We heard from thousands of residents who told us that they wanted a multimodal plan that offered transportation choices including transit and light rail. It is truly a feeling of validation to know that what those residents told us throughout the process was an accurate reflection of what they supported at the polls.

I want to recognize the outstanding efforts of ADOT, Maricopa County and the State Legislature in this complex process. Their guidance facilitated the addition of control measures not included in the 1985 proposition, including firewalls and audits. Additionally, MAG staff provided superior expertise and oversight, maintaining project focus. Transportation Policy Committee Chairs Neil Guiliano and Elaine Scruggs also are to be commended for their exceptional leadership during the process.

Clearly, regional cooperation was the real victor on Nov. 2. As elected officials, each representing one community within a greater region, we successfully worked in concert to create a seamless Plan that enables residents to travel easily not just within their own cities, but throughout the entire Valley. The Regional Transportation Plan and passage of Prop 400 exemplify the fact that our region is serious about attracting high-quality employers and creating a healthy economy for the next generation. It also is proof that, working together, we can accomplish far more than we can alone. The stage is now set for continued regional cooperation on a variety of important issues. The Regional Transportation Plan is proof that it can be done. 



MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

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Regional Council Chair

Dennis Smith
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- ◆ **Mayor J. Woodfin Thomas** Litchfield Park, *Vice Chair*
- ◆ **Mayor Mary Manross** Scottsdale, *Treasurer*
- ◆ **Mayor James M. Cavanaugh** Goodyear, *At-Large Member*
- ◆ **Mayor Phil Gordon** Phoenix, *At-Large Member*
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- F. Rockne Arnett** Citizens Transportation Oversight Committee
- ◆ **Executive Committee Members**

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Transportation Victory *(continued from page 1)*

focused primarily on the light rail component of the Plan. **Arizona Governor Janet Napolitano**, who signed the bill putting the measure on the ballot and who is a strong supporter of the Plan, said she was pleased with the proposition's passage.



Governor Janet Napolitano celebrates the victory of Prop 400, which extends the half-cent sales tax for transportation another 20 years.

"I felt that it was a really important part of our economic infrastructure going forward, not to mention the jobs it creates now, just in construction. So I'm delighted and glad that some of the misleading stuff that was going on about it (by the opposition) seems to have been pierced through by the voters," said Napolitano.



Mayor Elaine Scruggs, Glendale, TPC Chair

Glendale Mayor Elaine Scruggs, chair of the Transportation Policy Committee (TPC), said the vote validates a process that included business representatives and extensive public outreach.

"This victory is an affirmation of the extensive and inclusive public process that was conducted in the four years it took to develop the Regional Transportation Plan,"

she said. "It is the direct result of a cooperative process among local governments, the business community, the legislature and citizens," said Scruggs. "I am looking forward to the TPC getting to work immediately to implement the needed transportation improvements the voters have approved for every part of Maricopa County."

Chandler Mayor Boyd Dunn, a member of the TPC, also praised the coordinated efforts that led to the Plan's development.

"Everyone is to be commended for the level of cooperation and dialogue that led to the success of this plan," said Dunn. "For the people to get beyond the campaign rhetoric and see that this truly is a regional plan that benefits all is something significant."

Martin Shultz, a business representative who serves on the TPC, was also one of the original architects of the 1985 plan to implement the half-cent sales tax. He said the win shows that voters care about addressing future growth.

"Considering this was my second major Maricopa Countywide transportation campaign in 20 years, I could not be more thrilled with the result," said Shultz, who also served as a co-chair of the Governor's Vision 21 Transportation Task Force. "Wow, this has been a career-long passion, and the results could not be more gratifying," he said.

The Transportation Policy Committee was born out of a governance process that began in 2001. A recommendation from the MAG Governance Task Force was to allow more voices at the table when it came to regional transportation. The creation of the TPC marked the first time private interests have served on a major policy committee.

Queen Creek Mayor Wendy Feldman-Kerr, who served as MAG chair during development of the Plan, credited the process for the success at the polls.

"We've encountered success at every level," said Feldman-Kerr. "We had a new way of doing business. We changed our governance format. We included the business community and the public in

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Mayor Boyd Dunn, Chandler, TPC Member



Martin Shultz, TPC Member



Mayor Wendy Feldman-Kerr, Queen Creek, former Regional Council Chair

Transportation Victory *(continued from page 3)*

COUNTY	
PROPOSITION 400	
RELATING TO COUNTY TRANSPORTATION EXCISE (SALES) TAXES	
Do you favor the continuation of a county transaction privilege (sales) tax for regional transportation purposes in Maricopa County?	
A "YES" vote has the effect of continuing the transaction privilege (sales) tax in Maricopa County for twenty years to provide funding for transportation projects as contained in the regional transportation plan.	
A "NO" vote has the effect of rejecting the transaction privilege (sales) tax for transportation purposes in Maricopa County.	
YES	←
NO	←



Governor Napolitano congratulates Phoenix Vice Mayor Peggy Bilsten and Valley Metro Rail CEO Rick Simonetta on the proposition's passage.

ways that they had not been included before. And we created a plan that was appropriate for the time and the region," she said.

Phoenix Mayor Phil Gordon, a member of the MAG Regional Council, said even though the light rail component made up only 15 percent of the Plan, the opposition made it the key issue of the campaign. He's pleased voters recognized its importance to the City of Phoenix.

"This shows that the voters are continuing to invest in the future of this Valley, that they believe its leaders and believe what is important for the future," said Gordon. "While this was a regional transportation plan, the opposition made this a referendum on light rail—and it passed big. And we're moving forward together," he said.




Phoenix Mayor Phil Gordon and Scottsdale Mayor Mary Manross, members of the MAG Regional Council, answer questions from reporters on election night.

The sales tax continuation is projected to raise \$9 billion over the life of the tax, or about half of the funding needed to implement the Regional Transportation Plan. Revenues raised by the sales tax continuation will be used for construction of new freeways, widening of existing freeways and highways, improvements to the arterial street system, regional bus services and other special transportation services, as well as high capacity transit services such as light rail, bus rapid transit and express buses. The tax will be in effect for 20 years.

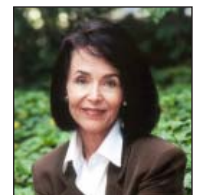
"As the election news spread that Proposition 400 was winning, I was reminded how long the journey had been to reach this momentous event," said **MAG Executive Director Dennis Smith**. "What is difficult to capture in words is the dedication and resolve elected officials and staff needed to stay together as a region for everyone to benefit," he said.

Scottsdale Mayor Mary Manross, who also serves on the TPC, said the transportation success demonstrates that communities can successfully address the region's major challenges.

"There are a lot of regional issues important to our communities that impact all of us. I think the fact that we were successful at this one, which was an enormous challenge, gives us all confidence that we can address other regional issues, too. That's what we needed—the confidence that we can be successful working regionally together," she said. 



MAG Executive Director Dennis Smith and Rick Simonetta react to the latest results.



Mayor Mary Manross, Scottsdale, TPC Member

Regional Council and TPC Members React to Passage of Prop 400



I'm just thrilled. What this is, is the people of our community saying they want choices. They trust their elected officials who put this plan together. And although we never intended this to be a referendum on light rail, the opposition did... And I guess the voters spoke. Light rail is here. We're going to build it. And we're going to continue to build it.

– Phoenix Vice Mayor Peggy Bilsten, Vice Chair, Transportation Policy Committee

I am extremely pleased that Prop 400 passed and that strong support appears to have come from all areas of the Valley. This illustrates what the proponents were saying all along—it is a balanced plan that meets the needs of each city. I'd like to especially thank all the Southwest Valley residents who voted for Prop 400! Your support has helped ensure that the Southwest Valley will have a strong transportation system that will make our region very attractive as an employment corridor in the future. Our region will especially benefit from the proposition's passage.

– Goodyear Mayor James Cavanaugh, Transportation Policy Committee



It was my hope that voters would see through to the merits of Proposition 400, and I was thrilled when the ballot measure was passed on November 2, 2004. Now Valley leaders can focus on the construction process, which I have been looking forward to initiating for a long time.

– Avondale Mayor Ron Drake, Transportation Policy Committee

The Valley's future transportation needs are now assured. This is a plan that was carefully crafted over two years and one that thoughtfully addresses our current and future transportation challenges. Not only regionally, but also right here in Chandler. As one of the leaders selected to help draft this plan, I feel very good about where this will take us in the future.

– Chandler Mayor Boyd Dunn, Transportation Policy Committee



The overwhelming public support for the plan created by the TPC is very gratifying. I am very proud to have been a part of such an extraordinary and important effort for the transportation future of our region. Many did not think we could reach success; first creating a plan all TPC members would support, then getting it through the legislature in whole, and finally approved by the voters by such a wide margin. Consensus and working together has brought us great progress toward an even brighter future. The clear message for other groups and issues: it always will.

– Neil Giuliano, former Tempe Mayor; former Transportation Policy Committee Chair

This shows that the Valley believes we're headed in the right direction. This was an overwhelming turnout, and if the voters didn't believe that this Valley was headed in the right direction, we would have seen a complete reversal of what we've seen tonight... This passage is just another proof that the infrastructure of this Valley is not only in place but it's going to be in place for a long time.

– Phoenix Mayor Phil Gordon, MAG Regional Council



The voters have given the metropolitan area a mandate to keep us moving for twenty more years.

– Peoria Mayor John Keegan, MAG Regional Council

I think the key to the successful election was the tremendous foundational work that was done by everyone involved. When the opponents began to attack, we had all the answers because everyone had done the research. We knew the miles that we were going to build. We knew the demand areas and we were able to respond—and the public listened and ignored the opposition.

– Skip Rimsza, former Phoenix Mayor, who helped set the agenda for developing the Regional Transportation Plan as Chair of the MAG Regional Council 2000-2002.



I'm very, very pleased, pleasantly. Surprised. I was a little bit worried and it amazed me how far the negative got carried. Even with the turnout that we had. If you look at the parameters of how it does help everyone in the Valley—the concern over such a minute amount (for light rail) is really quite something. It was a learning lesson for me.

– Litchfield Park Mayor Woody Thomas, Transportation Policy Committee

Other Elected Officials React to Passage of Prop 400



I believe the passage is a win for all of us here in the Valley. I think that time will prove that the voters made the right decision. And with the expansion of our growth, we will be darn glad that we passed this.
 – Arizona State Senator Carolyn Allen (R-Dist. 8)

A special thanks to all of the hard workers in the trenches that made sure the regular voter had the correct information. Our 17 grandchildren will be able to say their granddad contributed to the continued construction of the roads and services they will be driving and riding on beyond the 20 years of their construction.

– Arizona State Representative Clancy Jayne (R-Dist. 6)



As a councilmember with the City of Avondale, I have been tracking the progress of the Regional Transportation Plan and know that it holds a lot of promise for the Valley, particularly the Southwest Valley. With input from municipalities, business owners and residents, this plan reflects regionalism at its best. What may be most impressive about this regional effort is the smart way in which it was designed. Nowhere else is there a plan to address regional transportation with accountability measures built into it.

– Avondale Councilmember Marie Lopez-Rogers

I believe this transportation plan is especially beneficial to the Hispanic community because they are the segment of the population that is growing most rapidly in Arizona.

– State Representative Robert Meza (D-Dist. 14)



I was a member of the Phoenix City Council that voted to support the 1985 plan. This new plan was crafted by city, county, and business representatives to meet the diverse needs of a growing metropolitan area. It was designed with safeguards to prevent the tinkering that occurred with the '85 plan. I was pleased to support the MAG plan, which will continue to build needed transportation improvements throughout the Valley.

– Arizona State Representative John Nelson (R-Dist. 12)

This plan seeks to improve and add new freeways, more bus routes and improvements for highways and major streets. This plan is going to be of particular benefit for many Latinos, since many of them utilize public transportation to and from their jobs and homes. Proposition 400 is our future, for a better future for our children. Let us think of the future just as we did 20 years ago.

– Arizona Congressman Ed Pastor



I'm really pleased. It was quite an effort by some folks in the East Valley to really get out a message that wasn't accurate. But a lot of people have been to all these meetings, so there are a lot of people out in the community who do know the truth. Not just a few elected folks, there were lots of people who were involved in this. I think the truth prevailed. You know when you win, you gotta be pleased.

– Arizona State Representative Gary Pierce (R-Dist. 19)

The passage of Proposition 400 makes me happy for everyone in the Valley, but it has some aspects of particular significance for mobility for our older residents. With better regionalized transit options, additional Dial-a-Ride service, and enhanced surface street options, we are improving our strategies to meet the mobility needs of our older residents.

– Mesa Councilmember Claudia Walters, Chair, MAG Elderly Mobility Stakeholders Group



Key Supporters React to Passage of Prop 400



I feel very good. I feel like the campaign got through its messages about a comprehensive plan, that we overcame a substantial amount of opposition to one portion, the least-popular portion of the plan. And voters, as they always do, can see through that and voted for what they need. And what they need is a good comprehensive plan, and I think that's what we got.

– **Chuck Coughlin, General Consultant, Yes on 400 Campaign**

To get here was very turbulent, and there were times when the coalition could have broken apart. There were certain people on the Regional Council, the TPC and MAG staff that hung with it, who stayed with it to work it and work it and work it. I will never forget... once they voted for it, they voted unanimously—and almost in shock, they instinctively broke into applause for themselves. To have come this far, and come up with a unanimous vote of the TPC—that was huge, from my perspective. And it allowed us to move forward from there.

– **Ken Driggs, Executive Director, Regional Public Transportation Authority**



Our people were mobilized and that was really, really important. This is the future of the West Valley, because the growth is coming anyway. And if we don't provide the transportation alternatives, particularly freeways...we're going to choke on our own growth. So we had to have this.

– **Jack Lunsford, President and CEO, WESTMARC**

I feel like the voters have spoken. Residents of greater Phoenix have recognized that Proposition 400 gives them a comprehensive plan that's going to make a difference for them. And that's why they voted yes on Proposition 400 and rejected an all-freeway plan. That's not what this region needs, and they recognized that and they made the right decision.

– **Valerie Manning, President and CEO, Greater Phoenix Chamber of Commerce**



This is a victory for the entire state of Arizona. While this was a vote only in Maricopa County, the economic benefits will be felt throughout the entire state. The business community, mayors, the county board of supervisors, Governor Napolitano and many others should pat themselves on the back for a job well done.

– **David Martin, President, Arizona Chapter of Associated General Contractors; Treasurer, Maricopa 2020**

This plan provides a vision for significant improvements to the Valley's transportation system. We've made some big strides in the past decade in building new freeways. Now the region is prepared to move forward with a mix of freeway, transit and local street projects that will help us respond to our projected growth.

– **Victor Mendez, Director, Arizona Department of Transportation**



The good news is that the citizens across the region have spoken in support of light rail. And I think that really speaks well to the progressiveness of the region. And it gives Valley Metro Rail a challenge to plan, design and build the best light rail system for the region that we possibly can. So we're very encouraged by that, and we're willing to accept the great challenge that comes with it.

– **Rick Simonetta, Chief Executive Officer, Valley Metro Rail Inc.**

Feeling great, feeling great. I really think what happened—it backfired on the opposition because I think what they've done is made this a referendum on light rail. And they've always complained that we've never had a vote on light rail and they made this a vote on light rail. So I think it's a victory for all transportation modes, but clearly for light rail. The people knew it was there. People said don't vote for it. And the voters came out and said, "no, we want it." I think that they realize there are certain parts of the county where you just can't build any more freeways because it's too dense and you can't make the roads any wider because the right-of-way would be so expensive to get... I think a lot of people realize that in Phoenix, we don't have many options left.

– **Jack Tevlin, former Deputy City Manager, City of Phoenix**



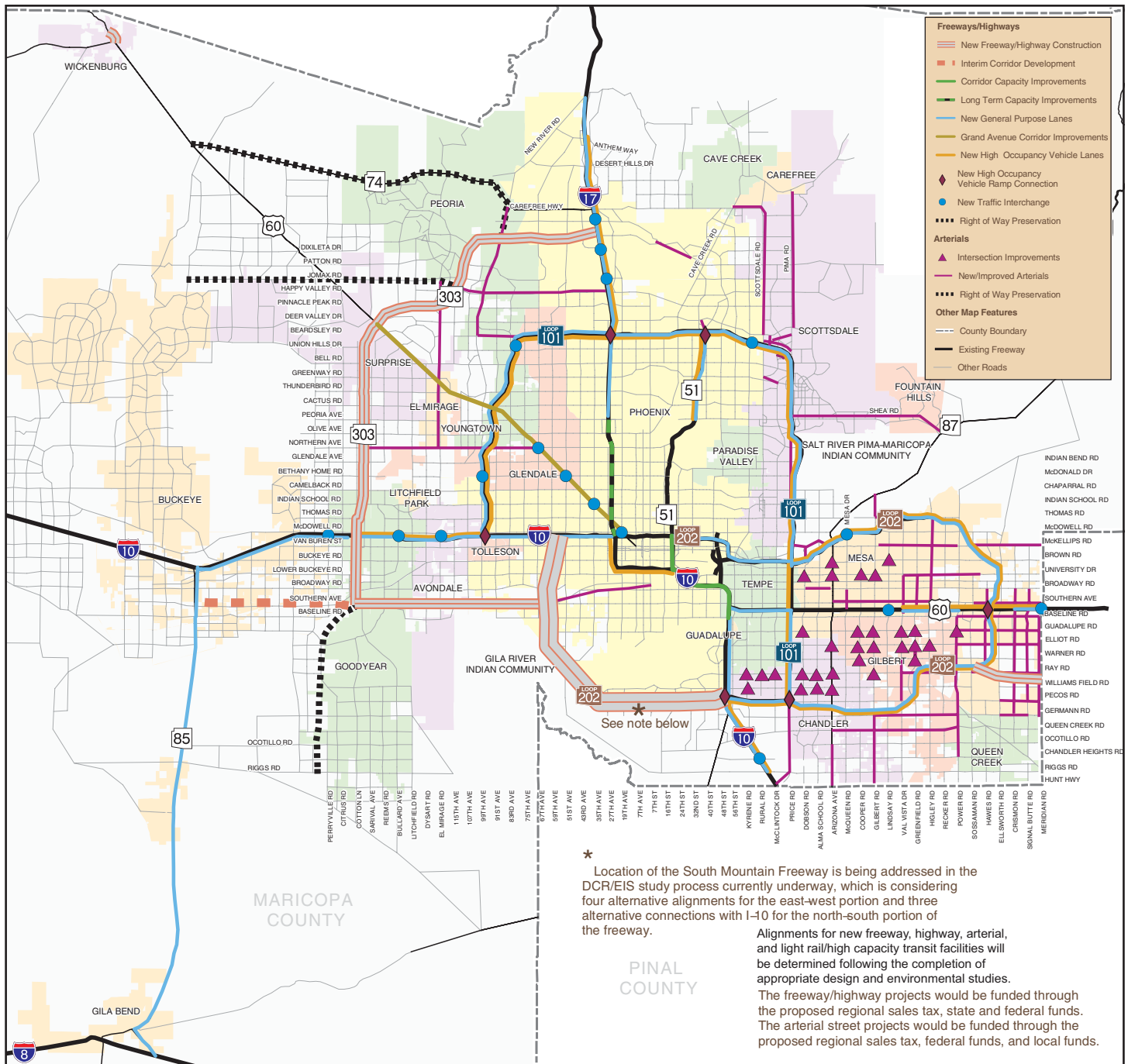


What's in the Regional Transportation Plan?

The following list highlights some of the improvements contained in the Plan:

- 344 miles of new and improved freeways and highways.
- 275 miles of improved streets and intersections to relieve congestion.
- 27.7 miles of extensions to the planned light rail system.
- 40 new or improved regional bus routes.
- 14 new express/bus rapid transit routes.
- 2,100 new buses and 1,000 new Dial-a-Ride vehicles.
- 1,200 improved bus stops (pullouts, shelters).


Freeways/Highways and Arterials



- 34 new and improved intersections.
- Rubberized asphalt and noise walls for quieter neighborhoods.
- Freeway maintenance (litter control and landscaping).

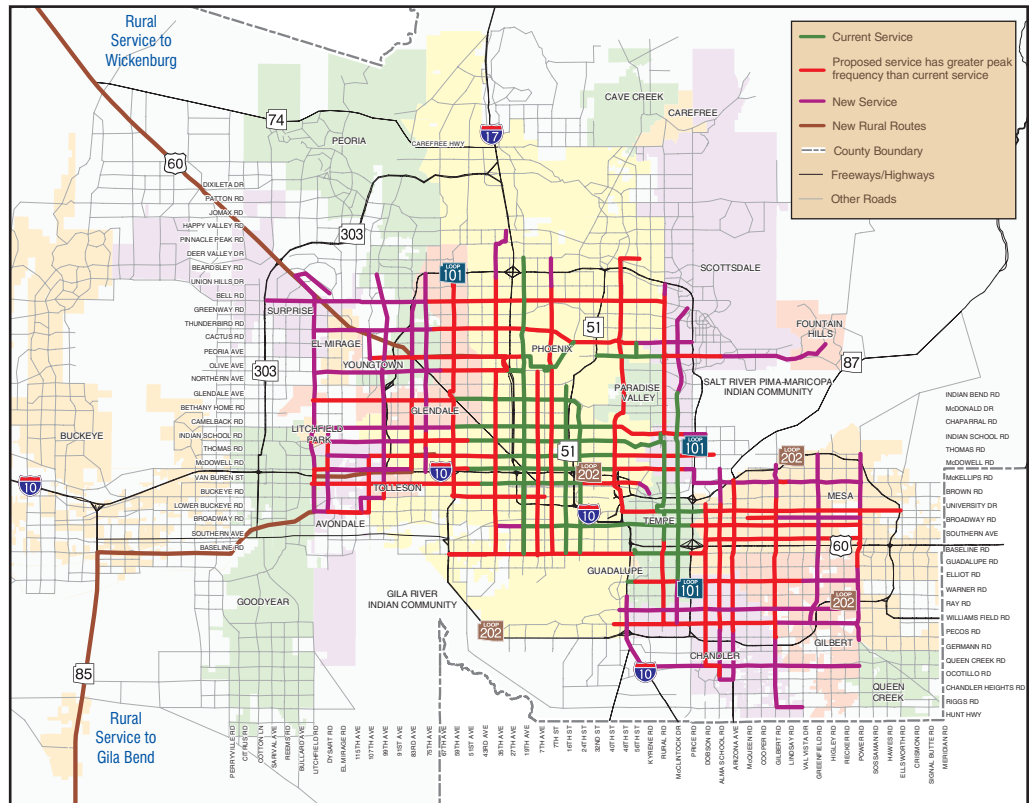
In addition to projects, the Plan includes accountability measures, oversight provisions and procedures for Plan amendments. Among the elements that are required by law:

- **Life Cycle Certification Program.** An annual budgeting process that will keep revenues and expenditures in balance.
- **Funds Kept Separate.** Funding for freeways, streets and transit will be kept separate so funds can't be moved from one account to another.
- **Five-Year Performance Audits.** Projects will be analyzed every fifth year by an independent auditor to evaluate performance.
- **Major Amendments.** Major changes will require public review and must undergo a strict amendment process.
- **Citizens Transportation Oversight Committee.** Set up in state law, the committee will monitor the Plan.

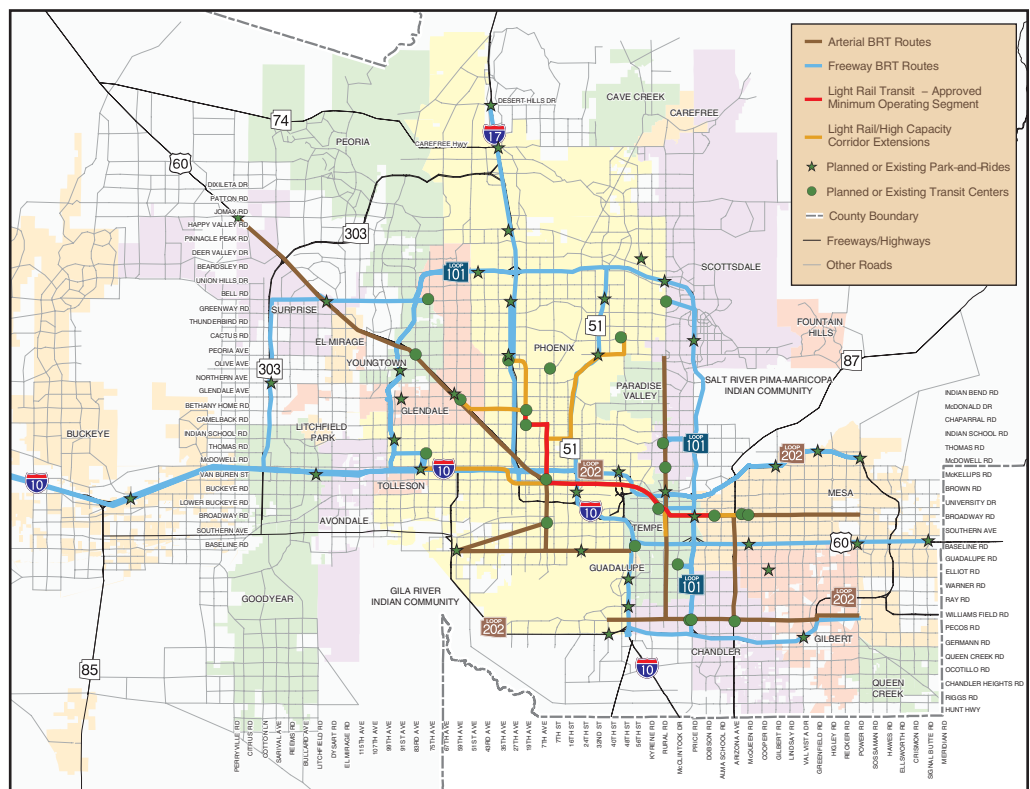
The tax will start on January 1, 2006 and be in effect for 20 years. The continuation is projected to produce approximately \$9 billion over the life of the tax. 

For more information about the Plan visit:
www.LetsKeepMoving.com

Regional Bus Service



High Capacity Transit Bus Rapid Transit (BRT) and Light Rail Transit (LRT)



Advocates Play Key Role in Plan's Passage

From dozens of Transportation Policy Committee meetings to numerous public hearings, from lengthy legislative battles to frequent letters to the editor, from the earliest focus group discussions all the way to election eve—there was one group of advocates whose presence was felt consistently during the development of the Regional Transportation Plan.

Over the past two years, members of the disability community became a vital voice in the advancement of the Plan, first by providing input on projects important to their members and later by becoming some of the Plan's strongest proponents.

"The passage of Proposition 400 is a great victory for the disability community, who worked so hard for its passage," said **Donna Kruck**, director of Advocacy Programs for Arizona Bridge to Independent Living (ABIL), a nonprofit organization that serves people with disabilities.

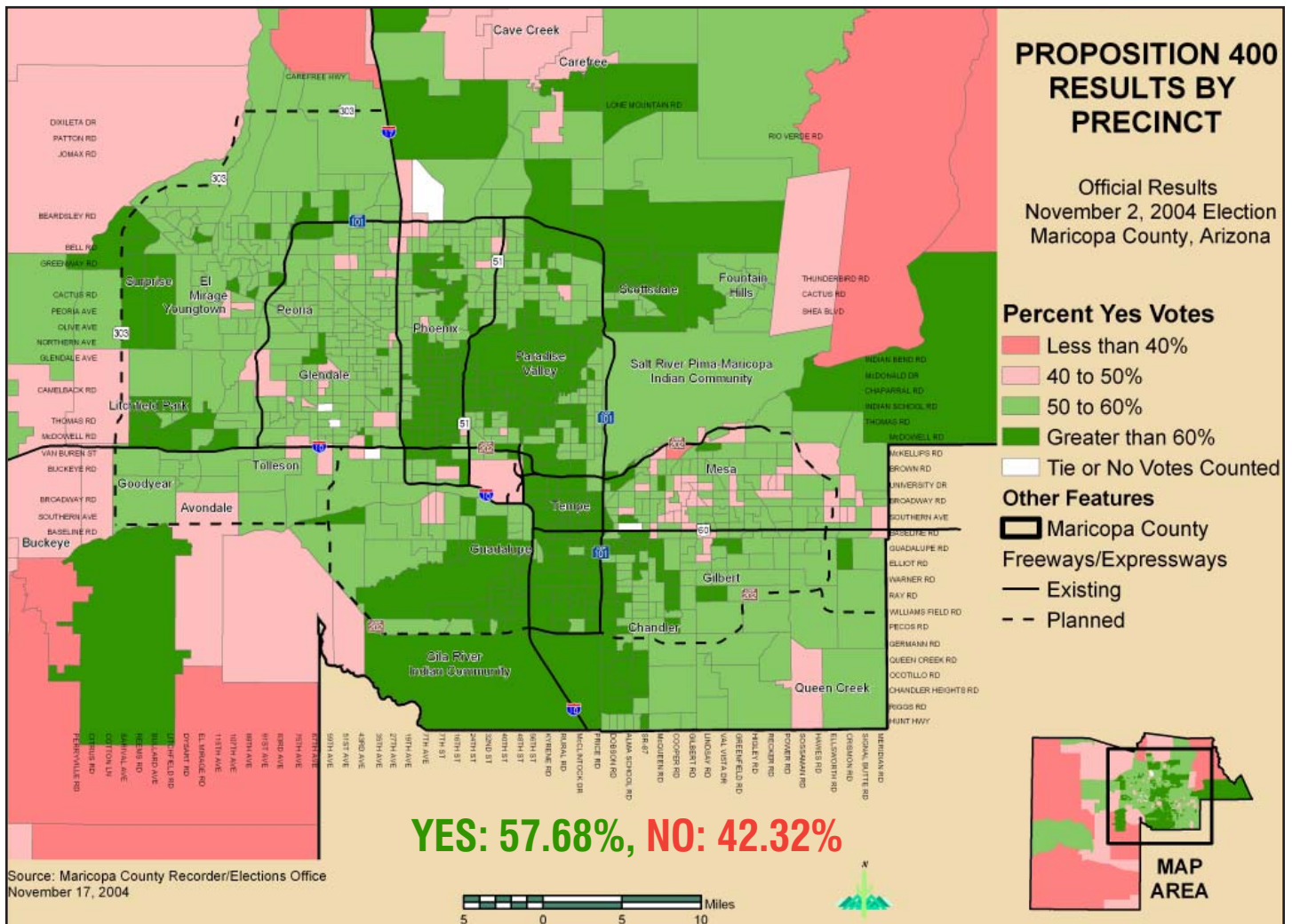
"Proposition 400 represents hope for all those who can't or don't want to drive. Transportation has been a huge barrier to employment for individuals with disabilities, not to mention their social lives. We are looking

forward to the implementation of the Regional Transportation Plan, especially the increase in bus and Dial-a-Ride services," she said.

Mary Hartle-Smith, a board member of the National Federation of the Blind of Arizona, was a stalwart supporter of the Plan. Hartle-Smith was among a dedicated group of representatives who frequently waited hours to testify before legislative subcommittees, often to be turned away unheard. For her, passage of the Plan became a personal mission.

"The passage of Proposition 400 will tremendously assist blind and persons with other disabilities to become more mobile so they can go to work, attend school, and participate fully in community activities," she said. "The regional plan is extremely progressive in its vision for Maricopa County."

As a result of Hartle-Smith's efforts and those of other blind advocates, the National Federation of the Blind of Arizona adopted a resolution supporting the Regional Transportation Plan during a September 2003 conference.



This map shows the election results by precinct, with green representing those in favor of Prop 400. The final official results were **YES: 647,063, NO: 474,766**.

Regional Transportation Plan Milestones

March 25, 2000 Think Tank session with representatives of the business community to discuss development of the new Regional Transportation Plan.



July 26, 2000 Regional Council approves the Long Range Transportation Plan that accelerates the regional freeway system from 2014 to 2007.

2001 MAG begins a major overhaul of the new Regional Transportation Plan, including subarea studies, forums using national experts, and focus groups.



June 2001 MAG begins the study of the issue of governance and forms a Governance Task Force and a Governance Advisory Committee.

January 2002 Regional Council supports the recommendations of the Governance Task Force.



April 17, 2002 Regional Council Transportation Subcommittee develops and recommends to the Regional Council a draft composition of the Transportation Policy Committee.

April 24, 2002 Regional Council approves composition and functions of the Transportation Policy Committee.



September 21, 2002 Transportation Policy Committee holds its first meeting in a retreat.

October 23, 2002 Transportation Policy Committee meets with representatives from the Rural Transportation Advisory Council, who express concern for implementing a sales tax increase. The decision is made to pursue a Maricopa County-only tax for transportation.



December 2002 Telephone survey of registered voters indicates 78 percent support for the extension of the half-cent sales tax for transportation.

March 2003 Regional Town Hall on Transportation is held.



May 14, 2003 House Bill 2292, which formalizes the TPC process, is signed by the Governor.

September 24, 2003 Regional Council approves the Regional Transportation Plan for an air quality conformity analysis.



November 25, 2003 Regional Council approves the Regional Transportation Plan and certifies the Plan to the Legislature and the Governor.

February 5, 2004 House Bill 2456 to authorize an election to extend the half-cent sales tax for transportation is signed by the Governor.



November 2, 2004 Proposition 400 is approved by the voters of Maricopa County.

Calendar

Meeting Schedule

2005

Transportation Policy Committee

December 22, 2004	4:00 p.m.
January 12, 2005	4:00 p.m.
February 16, 2005	4:00 p.m.
March 16, 2005	4:00 p.m.
April 20, 2005	4:00 p.m.
May 18, 2005	4:00 p.m.
June 22, 2005	4:00 p.m.
July 20, 2005	4:00 p.m.
August 17, 2005 (if necessary)	4:00 p.m.
September 14, 2005	4:00 p.m.
October 19, 2005	4:00 p.m.
November 16, 2005	4:00 p.m.
December 21, 2005	4:00 p.m.

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months.

For confirmation call (602) 254-6300, or visit the Web site: www.mag.maricopa.gov/meetings.cms

Management Committee

January 5, 2005	12:00 p.m.
February 9, 2005	12:00 p.m.
March 9, 2005	12:00 p.m.
April 13, 2005	12:00 p.m.
May 11, 2005	12:00 p.m.
June 15, 2005	12:00 p.m.
July 13, 2005	12:00 p.m.
August 10, 2005 (if necessary)	12:00 p.m.
September 7, 2005	12:00 p.m.
October 12, 2005	12:00 p.m.
November 9, 2005	12:00 p.m.

The MAGAZine newsletter is available in electronic format and in Spanish on the MAG Web site: www.mag.maricopa.gov/project.cms?item=433

Parking is available under the building. Please ask for parking validation at the meeting.

Transit tickets will be provided for those using transit. Bike racks are available at the entrance to the parking garage.

Regional Council

December 15, 2004	5:00 p.m.
January 26, 2005	5:00 p.m.
February 23, 2005	5:00 p.m.
March 23, 2005	5:00 p.m.
April 27, 2005	5:00 p.m.
May 25, 2005	5:00 p.m.
June 29, 2005	5:00 p.m.
Annual Meeting	
July 27, 2005	5:00 p.m.
August 24, 2005 (if necessary)	5:00 p.m.
September 28, 2005	5:00 p.m.
October 26, 2005	5:00 p.m.
December 14, 2005	5:00 p.m.

All meetings, unless indicated otherwise, will be held in the Saguaro room located in the MAG offices on the second floor of the

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